

TIRE VALVE SYSTEMS

□ BACKGROUND

The Super Large Bore System was introduced in 1972 and was designed to allow significantly greater air flow than the Large Bore Valve which was introduced much earlier. Today, vehicle and tire sizes are increasing again. In response to the increases in tire size, Haltec has introduced two new tire valve systems to make inflation and deflation of large tires easier and quicker than ever before: Z-Bore and Mega Bore.

□ SYSTEM COMPARISONS

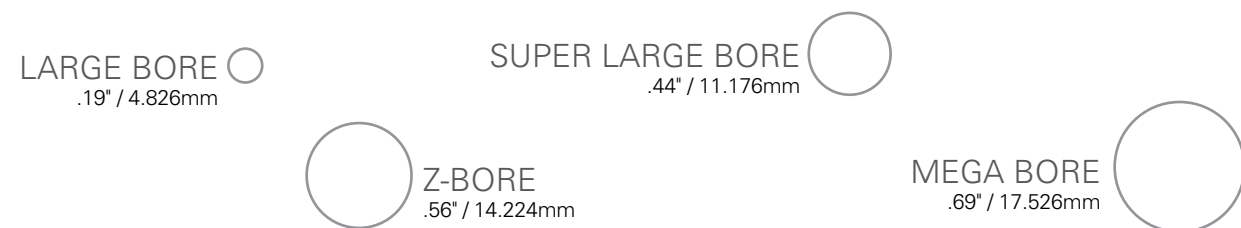
The chart below demonstrates the general characteristics of the four valve systems:

VALVE SYSTEM	FLOW RATE (CFM)	FITS VALVE HOLE	HOLE SIZE THREADED	SPECIAL INFLATOR NEEDED	RECOMMENDED FOR TIRE SIZES
LARGE BORE	22*	13/16"	1/2" NPT	-	11.25" - 29"
SUPER LARGE BORE	240	13/16"	1/2" NPT	IN-80A/IN-95	20" up to 57"
Z-BORE	370	13/16"	1/2" NPT	Z-12/IN-95	33" up to 57"
MEGA BORE	550	15/16"	3/4" NPT	MB-8/IN-95	45" up to 63"

* Flow Rate is without valve core installed. With core, flow rate is 12 CFM. Flow rates on the Super Large Bore, Z-Bore, and Mega Bore Valves were tested with a 750 CFM diesel-powered air compressor with the pressure held constant at 100 PSI.

□ FLOW DIAMETERS:

Shown below is a cross-section of the different flow diameters on the four valve systems. How these increased air flows are accomplished, often using the same rim hole size, will be explained in further detail in this catalog:



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